

Challenges Open to All!

1. I can show more of a variety.
2. I can show the largest stock.
3. I am the only exclusive tobacco store.
4. I pay no drummer or peddler.
5. I sell more cigars and cigarettes than any dealer.
6. I buy for cash and sell cheaper than anybody.
7. Have sold more Blacksmith & Co. cigars than any other brand in the State and, lastly, could say more, but ask your own inspection of stock and prices. **SIM HART.**

San Antonio Light.

Vol. III. No. 193.

San Antonio, Texas, Monday, November 12, 1883.

ED STEVES & SONS, LUMBER.

Yards at International and Great Northern Railroad Depot, and Galveston, Harrisburg and San Antonio railroad tracks, East Commerce Street.

CALCASIEU AND LOUISIANA PINE

The best grades always on hand. Also Doors, Sash, Blinds, Mouldings, Shingles, Fencing, Barbed Wire, Fence Posts, Newels, Stair Rails and Ballusters. Our lumber is of the finest quality and unexcelled. We would invite the public to examine before purchasing elsewhere. **ED. STEVES & SONS.**

Sheets, Corvonn & Castles.

The Boss Clothiers.

No. 27—Alamo Plaza—No. 27

SELLING OUT AT COST!

We will sell out at cost our entire stock, consisting of Hosiery, Notions, Fancy Goods, Laces, Gloves, Ladies' Underwear, Towels, Table Linens, etc. Also, a Fine Lot of Ready-Made Dresses.

Cloaks, "Dolmans, Ulsters Gents' Furnishing Goods!

All of the above mentioned goods, and many other articles too numerous to mention, must be sold out within the coming two weeks, as the firm wishes to clear the premises, preparatory to going into other business. Call early and secure bargains. (11-5-3m)

I. MARKS & CO.,

No. 5 Commerce Street Near Bridge.

L. ROUVANT,

Has opened up to his new store, at 280 Commerce street, with a most elegant line of

Watches, Diamonds, Fine Jewelry.

Makes a specialty of Repairing Fine Watches. Call and see him.

C. H. MUELLER,

Dealer in Paints, Oils, Wall Paper, Window Glass, Mirror Plates, Artists' Materials, Etc.

Picture Framing and Fine Sign Work a Specialty.

J. H. MARQUART,

PROPRIETOR OF THE

CRESCENT CITY BOOT & SHOE MANUFACTORY

No. 17 Soledad St., Opposite Court House.

Makes BOOTS AND SHOES TO ORDER, on the shortest notice and best style.

Keeps a Stock of his Own Manufacture of Goods on Hand.

Also has the only complete Boys and Shoe Manufactory in San Antonio. Keeps the largest, best and most varied stock of Leathers, employs experienced workmen, turns out more goods and gives better satisfaction than any other establishment of the kind in the city.

Only First Class Workmen Employed and Entire Satisfaction Guaranteed.

All work and neat Repairing done on short notice. When in need of anything in this line, remember the Crescent City Boot and Shoe Manufactory.

PROGRESS!

The People's Carriages—What They Are Doing For Our City—Plans for Future Extension.

A Brief History of the Lines Over Which Roll the Car of Progress—Enhanced Value of Real Estate.

London Truck once remarked concerning the alleged insanity of George Francis Train, "Let him be regarded eccentric, or crazy if you will, he did more for the comfort of the poor people of England in introducing the tramway (street car) than all the philanthropies and benefactions of Peabody and Harcourt-Baker-Courts can ever accomplish." Through the inauguration of his system of rapid, safe and cheap transit, Cobby, always impatient and exacting, was in a measure de-throned. The rates of fare in the London cab, hack and hansom were sensibly reduced, and this vast metropolitan fide at once the good accomplished. The street car is a republican institution without being offensively plebeian. It is a leveler without being vulgar or anarchical. While it may well be termed the people's carriage just as the public schools of the land and the people's colleges, it is one of the conveniences of civilization where there is neither caste nor civil rights squabble. The shop girl carrying her simple mid-day lunch on her way to her work rides side by side with the bejeweled daughter of a millionaire, while that vast army of operatives, the "tin bucket brigade," can pull the straps and command the car to their destination with the ease as the lordly gentleman next to him, who rides down to speculate in futures at the rate of a million a day. The very purpose of the street car subverts, its constantly changing load of passengers, preclude the idea of favoritism. The same cannot be said of the church, the school, the railroad, the hotel or the steamer. Hence the street car is not only an American invention, but an American institution. It has become an important and indispensable factor in the growth of every city. As street car lines increase, the city directory fattens in bulk; what are called the suburbs to-day become the boulevards to-morrow, till at last the latter in turn flourish as business thoroughfares.

San Antonio owes much of her growth and the enhanced valuation of real estate to this source. This city originally laid out by the Spaniard with a view to defence, has witnessed what a street car can do. Her narrow streets, debouching on the various plazas, were literally "aisles of death" in case of a struggle. Every window and garden wall could be made an embrasure for an onslaught; every street corner a barricade, while the roofs were more than once made sand-bag parapets of in the hurry of old time struggles. The population naturally clustered around these plazas, and even since the American occupation people were slow to widen the horizon of the residence portion of our city. To a very remarkable extent the inauguration of the street car system has changed this. Sagacious business men saw ahead that San Antonio was not always to remain a cattle ranch or frontier post. She was to be the first city of the State, and to accomplish this, men must have homes away from the place, and at some distance from the heart of business. To the credit of the city there were very few "moss-backs" to retard or decry the street car system. A charter was applied for and granted with privileges secured for 50 years. Of this enterprise Mr. H. B. Adams was the first President. An ordinance was also passed this same year (1875), granting the rights and franchises to build a street car way outside of Commerce street, providing work was begun in five years. Nothing was done, however. San Antonio saw around her in the State vast cities growing up by reason of the unparalleled tide of immigration, and they grew because they could furnish cheap lots for homes. Something had to be done to keep our city abreast with the achievements of others less fortunately situated and less capable of doing business.

In 1878 Mr. A. Belknap and associates purchased the control of the laggard company, the road was pushed ahead in short order and on the 1st of July, 1878, cars began running from San Pedro Springs to Alamo plaza. Along this line there were then but two houses from the second switch on Roman street to the San Pedro. During rainy weather it was almost a bottomless morass of mud, with a long stretch of stubborn chapparal that gave it the appearance of a brush road. Mr. Henry Gillum then made his first sale of real estate along this route, when 2050 was his found few purchasers at \$50 per lot. On the same avenue to-day the auctioneer would not wink acceptance of a bid for a lot at less than \$2000, while the streets running parallel with the avenue contain lots of the same dimensions for which \$7000 are asked. In April, 1880, a new line was completed to the Sunset depot, and in February, 1881, the same day that witnessed the arrival of the first train on the International and Great Northern road, saw also the first street car that came down to transport her passengers into the heart and to the outskirts of the city. Street car building still continued, for in 1882 the line was finished to Government hill, and on Christmas of the same year another line was completed from the postoffice to the Military plaza.

During all this time of rapid work on the roads the city kept pace in its growth. Wherever the tracks were laid the real estate man was busy disposing of his lots, while the lumber and hardware dealer, the carpenter and mason were in constant demand. Houses, both stores and homes, went up like magic along the line. They followed the car track as if it were the very garden of fortune, and only ceased being erected when the railroad terminus was reached. And it is safe to say that considering the character of the population along the suburban line of these various tramways, for thrift and comfort, that if the track were removed to-day these districts would soon be almost depopulated. They followed the cars because it placed them in rapid and cheap communication between the bedside and the store, or shop or place of business.

This company is now operating eight miles of track, and with the completion of a projected line from the Sunset railway, at Walnut street, to the Houston street turn table, they will have some 13 miles of road. Three car loads of iron arrived here on Saturday for further extension of the tracks, while the car works of the company, on Tenth street, have nearly completed 12 new cars, with the same number to shortly follow.

On the projected route on Ninth Flores street to the Military plaza, which recently failed of the City Council's approval, the property holders stood 80 for the construction of the line to 35 opposed, while on South Flores street the property holders are not only unanimous for a line, but have further agreed to present the company with a lot for a stable at the lower end of the street. The company have many difficulties to contend with, owing to the narrowness of some of the streets, irregularities in the heads of the river, and the fact that in crossing into some side streets they must do so at an acute angle, which would necessitate the purchasing of property. They have struggled against many difficulties. It was a losing investment for all concerned for the first three years' existence of the road and it was not till 1881 that the road was on an expense paying basis. Travel has increased over 100 per cent. during the past four years, while property along the various routes has appreciated more than 500 per cent. To secure these ends as creditable to the company as it has proved profitable to owners of real estate the company have invested, already, \$130,000. They are running 16 cars with driver and conductor in each, and employ, all told, some 75 men. Their stables contain 20 animals, with only one in the hospital.

As a convenience for school children the street car can not be overestimated. A monthly ticket, good for 50 fares, is sold at the low rate of \$1.50, or 3 cents a fare; thus enabling children to attend any school from any portion of the city through which the road traverses.

There is one feature that strikes the stranger on these lines with a favorable sentiment, and that is the absence of everything that can degrade the driver or conductor with the character of a thief. This company does not "knock the gentleman" out of its employees. There is no snarl that hell spitter nor money him for fare—no spitters, no detectives. These agents are regarded as men of good character—they are trusted, and seldom have they violated their trust. There is a mutual confidence between master and man, and is productive of much good. San Antonio can well boast of the enterprise of her street car lines, and can take a civic pride in the fact that these lines are the only ones in the United States where bell punch and spotters are not employed.

To keep our city on the highway of progress, of increasing industry, of thrift and of conservative growth is the duty of every good citizen, and certainly with the extension of street car routes much in this direction will be secured.

OPERA UNDER DIFFICULTIES.

Hillean Taylor and the Pirates of Penzance as Performed at Turner Hall.

Grav's English opera comedy company opened on Saturday night with Solomon's Billean Taylor, the title role of a comic opera imitative of "Pinafore," and plagiaristic. Billean Taylor is simply a bacchic Ralph, Sir Mincing Lane is a mercantile Sir Joseph Porter, Captain Flapper is another version of Captain Corcoran, "Crab" is a scholastic "Dead Eye," and "Ella" is simply a rehearsal of "Buttercup," but it has one advantage, that of being easy of rendition, and the company gave a fair representation of it. On Sunday Sullivan's opera of the Pirates of Penzance was produced, and the company were hardly equal to a successful rendition of the score; in addition to this they were unfortunate. Mr. Schneider, the leader, having injured his right hand, had to conduct with the left, the fiddler broke a string, the piano was flat, Alonzo Hatch was sick and had to retire from the stage after the first scene, his place being supported by Mr. Herman Waldo, who had never before assumed the character, the original Sergeant of Police being sick a substitute had to be found at a moment's notice, our young lady was an interesting invalid, and Eliza and several ladies had severe colds. They struggled through the opera heroically and secured success, but the opera was by no means the success it should have been. The girls were young and very good looking and had fresh voices. Their appearance in the "night dress" scene evidently pleased the boys. The public were much disappointed in Mr. Alonzo Hatch. He has a sweet, cultured tenor voice, and a good stage presence. In the parlor he would be a success, on the stage the beauty of his voice is lost for want of volume.

THE VAUDEVILLE.

A San Antonio Institution for Amusement, Fun and Recreation.

Backus, of the old San Francisco minstrels, but now deceased, was remarkable for his laugh. On the street or on the stage it was contagious. It made every one near who came near that laugh. Backus attributed it to the immense mouth which nature had lavishly set across his genial face. On one occasion he sat for his photograph, and the operator, after gazing at him through the camera, told the jolly son of minstrelsy to smile—to scatter over his virgin negative one of his dromey, far away. "Smile me at the machine" smiles. Backus had scarcely opened his mouth to comply with the request when the operator impatiently shouted to Backus to stop, remarking that "that laugh was too big for the instrument."

And so, for one, whom curiosity has drawn into the Vaudeville theatre on the Main plaza, it could well be said that the house is by far too unpropitious for the amusement afforded there. There is certainly more fun to be seen here than is generally found in the wandering troupes of burnt cork artists, who charge high prices of admission, red off long traveled and, consequently, very "tired" jokes or puns, and finally let the curtain go down on a dissatisfied or rather disgusted audience, who, if they be old-time players, protest there is nothing new in minutely since Christy's band inaugurated the business nearly 40 years ago. To a certain extent this is true of the traveling show. Novelty in their line would be as startling as it is unexpected. They are not presumed to move outside of their old ruts. They remain but a night or two at most in every strange city, and hence their powers of inventing novelties are not taxed. But with the permanent play house of a city it is entirely different. The manager must not only invent new scenes and new situations, but he must discover new stars in the various departments of the profession. A play must be extremely popular to linger on his boards a full month. It is singular, yet nevertheless true, that more is expected from him than from a strolling company, and the test of his merit and success is the length of time he has played in paying houses. Judged by this standard, the Vaudeville has a well-earned right to public favor.

Of course it can not be denied that there is something in a name, that to call a theatre a vaudeville, or Vaudeville, is to afford evil minded persons an opportunity to throw out the hint oblique as to its moral status. The public have a shadowy, not always well founded, idea that such places are not as refining in their influences as they should be—that there is, in fact, a house fitting. Mother Hubbard morality about the entertainments. To satisfy himself on this score a lazier sort through the performance on Saturday and came away highly satisfied. The Vaudeville is a small theatre, but its appointments are as complete as many larger and more pretentious. Nearly every seat was taken, and three by a class of people suggestive of respectability and tone. There was nothing in the stage performance to elicit a reproach from the most rigidly righteous, and in point of decency it would well compare with most of the traveling troupes. The best of order is maintained; a policeman, sworn in as an officer, but paid by the Vaudeville management, is constantly in attendance, and from the first rise of the curtain to the close of the entertainment there was a notable evidence of decorum. No ladies are allowed in the bar, while refreshments are served up at any place in the house. The entertainment itself was sparkling and of a varied character. The Smith sisters as dancers and vocalists are pleasing, and in some of their comic songs got away with a full measure of applause.

Mr. James Sheeran is a many sided genius. He writes some of his own farces and performs them with marked ability, while as the Dublin dancing master he never fails to please.

In the Ethiopian comedy Messrs. Cort and Murphy are the Buffalo Hunters are immense and have grown and sustained themselves in public favor along with Miss Lydia Sheeran, the pretty Alice Lowell, and Frazer, Allen and Sylvester in their comic oddities. Manager Simms is constantly on the alert to provide new attractions, and scarcely a week goes by but some fresh novelty is showed on the boards. To-night, beside the generously large programme of last week, there will be added to it the first appearance of the daring and intrepid gymnast, Whiting and Ryder, and Miss May Walden, the dashing little vocalist.

To while away the evening hours of leisure, the Vaudeville offers many inducements, and the present week bids fair to fill this cozy little theatre nightly.

St. Mary's Church.

The music service at the church yesterday was excellent. Mrs. Katzenberger's "Ave Maria" and Miss Johanna Rische's "Agnus Dei" were well rendered, and the soprano of Mrs. J. Lord and the tenor of Captain Karber were heard to advantage in the choral music. Professor Katzenberger presided at the organ.

How it Ended.

The case of Fergus O'Connor Robinson vs. Richard Coleman, for possession of the Falls farm, which was concluded in Justice Adam's court on Saturday afternoon, called in a verdict for the defendant, the plaintiff failing to prove that there was any fraud, or that the terms of the lease had been infringed in such a way as to justify the court in annulling it.

Cigars! Cigars!

Cigarettes.

The largest stock of cigars and cigarettes can be found at the only exclusive tobacco store.

SIM HART.

Headquarters for the popular Vaudeville Blacksmith Co. cigars.

! Ten Cents a Week

AMUSEMENT COLUMN.

TURNER OPERA HALL.

MONDAY NOV. 12, 13.

Crowning dramatic event of the season. Special management of America's little favorites, the prettiest and gifted young students star

Miss Lizzie Evans.

Monday night, November 12, to C. E. Callahan's intensely interesting, romantic, and photogenic study—drama, the pronounced success and acknowledged sensation of the season.

FOGG'S FERRY.

Miss Lizzie Evans, in her realistic and sparkling character creation, CHIP, the ferryman's daughter, supported by a powerful company of rare excellence and ability and through metropolitan reputation.

On Tuesday night, November 13, the new and beautiful dramatic study, "The Girl of the Year" by Mrs. C. T. Murphy and C. E. Callahan, entitled

DEWDROP.

An act of the coast of Wales. The drama secured without extra charge, at Turner's, opposite postoffice. 11-10

TURNER OPERA HALL.

FRIDAY, SATURDAY (Grand Week-end) NOVEMBER 16, 17.

Thos. W. Keene.

The popular tragedy supported by Mr. J. Newton Gifford and a specially selected company under the management of W. R. Harden. Friday, November 16, Shakespeare's grand historical tragedy.

RICHARD III.

or the Battle of Bosworth Field. Duke of Gloucester, Thos. W. Keene. Saturday matinee.

The Lady of Lyons.

Saturday night, November 17, last appearance of Mr. MACBETH. Thos. W. Keene. Admission \$1.50, on extra charge for reserved seats; gallery 75 cents; matinee \$1, no extra charge for reserved seats, gallery 50 cents. Seats on sale at Turner's, opposite postoffice, Tuesday morning, November 13, 9 a.m.

3 W. HOUSTON ST. 3



Open from 10 A.M. to 12 Night.

ADMISSION 50 CENTS.

Thos. Goggan & Brothers

Have opened a branch of their Galveston house at 200 Commerce street, San Antonio, and have the largest stock of pianos, organs, sheet music, strings and musical instruments of any house in the city. They are State agents for the world renowned Steingway

PIANOS!

and the favorite and popular Emerson pianos, and sell the same, as well as all other goods in their line, as cheap as any house. North or South. Thos. Goggan & Bros. sell pianos and

ORGANS

on such small monthly installments that every family can afford to buy one. 9-25-3m

W. W. COLE'S GREAT SHOWS.

A Wonderful Exhibition—Constantly Crowded—Three Performances Necessary.

The only fault found with Cole's Colossal Circus, so far, on its tour of Texas is that the crowds in attendance are so great that people almost suffocate each other in their eagerness to get inside the canvas. Several of our correspondents have complained because Cole sells more tickets than seats can be provided for, and others complain that they are turned from the doors because there is not another inch of breathing room. The mammoth circus manager, however, has solved the mystery of pleasing everybody, and hereafter three performances will be given in all cities of 10,000 and upward, and such will be the programme here. The first performance will take place at 10 o'clock, the second at 2 o'clock and the third full exhibition at 8. The main tent has a seating capacity for 12,000 people.

What They Saw.

On Saturday County Judge Mason and County Commissioner Ed Braden, as reported in the LAUREL, visited the county road and schools in the neighborhood of St. Hedwig. They saw reports that the St. Hedwig school, taught by a Catholic sister, is doing well and the school house is in good order. Justice Martin's court house was inspected and found suitable for the purpose for which it is used.